

IDAHO AVIATION REPORT

VOLUME 37, NO. 1

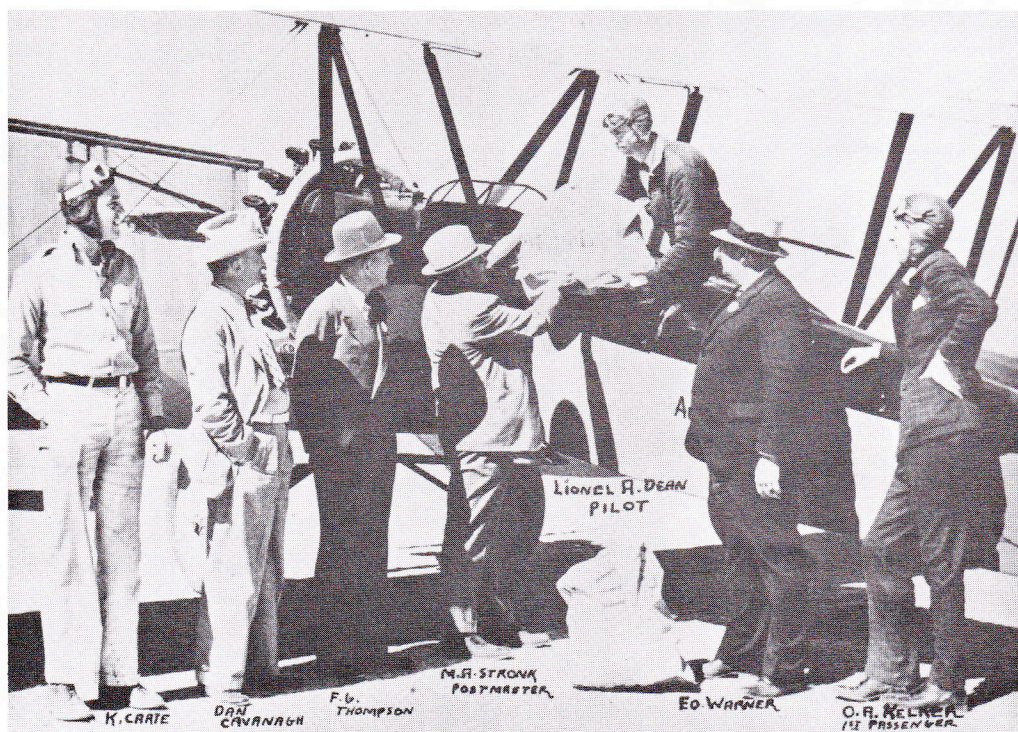
SPRING 1991

CASCADE AIRSTrip IS PROGRESSING

A reopening of the state airstrip on Cascade Reservoir has been included in the U.S. Bureau of Reclamation's (USBR) draft management plan for Cascade Reservoir. If opened, the facility would provide day use picnicking and temporary boat docking along the reservoir's beautiful eastern shore.

However, under the USBR's draft plan, the site will not be activated until the end of a "3-year monitoring study of waterfowl and shorebird use" at the airstrip and the adjacent wildlife management area. Also a 3-year study of bald eagle use at the airport and three other recreation sites would be conducted. This eagle study would "assess the impact of future development around the reservoir" on eagle foraging habits and propagation behavior. The 3-year study period would delay the opening until 1996.

You have until March 1 to comment on the
see page 3



Aircraft were vital to delivering the mail to all parts of Idaho.

PRESERVE AVIATION HISTORY

Idaho is rich in aviation history, and many people believe we should collect and preserve the records, photos, documents, and other artifacts. Another pressing concern is that our artifacts may become lost or otherwise disposed of for lack of a proper repository.

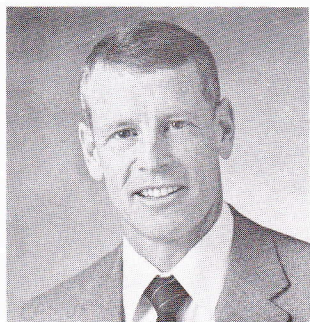
Similarly, many would like to see a recognition of those individuals who have had an impact on Idaho aviation. A number of states have publicized their aviation heroes with a hall of fame program. The exact procedures for selection and display

vary from state to state; however, they all seek the same purpose.

A handful of people has already met to discuss and begin historical preservation. No firm direction has yet been chosen, and good ideas and energetic people are still needed. If an aviation history effort and/or hall of fame is to succeed, its founders will need a governing body, bylaws, procedures for collection and preservation of artifacts, inductee nomination and selection procedures, finance, a repository or facility,

see page 2

CHIEF'S BRIEF



Bill Miller

Economic benefits of aviation

What is aviation's economic impact on our state? A recent study showed aviation directly provides over 5,000 jobs, over \$100 million in earnings, and generates nearly \$250 million in sales. When the direct and indirect affects combine to produce their "multiplier effect," the total result is 56,000 jobs, \$920 million in earnings, and \$3 billion in sales. The investment in aviation is important to the overall economic well-being of the state. Support Idaho aviation!

Wilderness user fees

Under a pilot project, users of the Frank Church-River of No Return Wilderness could be charged permit fees. Fees would be charged for wilderness users, including river users and airport users. At airfields, a \$5 per-landing and a \$3 per-night campsite fee would be charged; commercial air charters would pay \$20 per landing.

The fees would stay within the management area and be used for upkeep and improvement of the wilderness facilities. Congress would have to approve the pilot project.

More information is available from Sonny LaSalle, Forest Supervisor, Payette National Forest, McCall, ID 83638, or from the Bureau of Aeronautics.

AVIATION HISTORY

From front page

publicity, and administration. The most urgent need at this moment is for some dynamic leadership.

If you are interested in either aspect of Idaho's aviation history – preservation of artifacts or recognizing individuals – you should contact the Idaho Aviation History Project. Naturally, you may be asked to help! Write to the project, care of the Idaho Bureau of Aeronautics, 3483 Rickenbacker Street, Boise, Idaho 83705.

BE SURE TO PROPERLY REGISTER AIRCRAFT

All Idaho aircraft owners should have received an aircraft registration renewal notice during the month of December.

Idaho Code, Section 21-114 requires that every aircraft operating within the state and/or holding a current airworthiness certificate shall be registered each year. This fee shall be in lieu of personal property tax.

Each aircraft listed as being Idaho-owned must by law be registered with the Bureau of Aeronautics. If the aircraft is not registered, the Bureau is required to inform the County Assessors who will then place the equipment on the tax rolls as personal property. The registration fee is computed by multiplying one cent times the gross weight of the aircraft. Personal property tax can be as much as ten times more than the registration fee.

It is important to note that unflyable, damaged or uncompleted homebuilts are not required to be registered. It is **very important** to properly register, or, if sold, **de-register** that aircraft with the FAA Aircraft Registry. When you sell an aircraft always sign your registration certificate and indicate to whom the aircraft was sold and mail to the FAA Aircraft Registry before turning the aircraft over to its new owner.

This is to also remind you that the 1991 aircraft registration was due and payable on January 1, 1991.

We will be happy to answer any questions you may have about aircraft registration.

Idaho Transportation Department

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Deputy Director GEORGE NEUMAYER
Chief of Aeronautics WILLIAM MILLER

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3483 Rickenbacker Street
Boise, ID 83705
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CASCADE RESERVOIR

From front page

USBR's plan. Factors to consider are:

- Bald eagles are making a good recovery around the Reservoir and in the Pacific Northwest generally
- Bald eagles make only limited use of the area near the airstrip site
- Prior use of the airstrip produced no documented effects on waterfowl or shorebirds
- A 3-year monitoring period of bird patterns in the area is excessive; the information needed may already be known or could be gathered in a shorter period
- A study of effects of aircraft with no aircraft present is invalid
- A great deal of "mitigation" is possible through airfield management actions: usage schedules, traffic patterns, user education, etc.
- The 3-year delay of the airstrip will occur while other recreation sites are being developed or expanded

Send comments to:

John Petrovsky
EDAW, Inc.
753 Davis Street
San Francisco CA 94111

Letters and comments by aviators were successful in getting the airstrip proposal in the USBR plan. Now your letters are needed to ensure proper timing for the project. Act now! If you can't meet the March 1 deadline, send your letter anyway.

If you need additional information on the USBR's plan, or on any associated wildlife issue, contact the Bureau of Aeronautics.

IDAHO PILOT GETS TO FLY IN VINTAGE AIR RALLY

Several aviation magazines and papers have had recent articles that describe some of the adventures a hearty band of aviators experienced during the World Vintage Air Rally last spring.

Idaho aviators participating included Jim Trounson, of Boise, who joined up with a pilot from Zimbabwe, Africa, to fly a 1947 Beech Bonanza from London, England to Brisbane, Australia in commemoration of the first flight between England and Australia 70 years earlier.

A native Idahoan, Jim earned his private license through the Army ROTC flight program before graduating with a degree in Business Administration from Idaho State University in 1969.

Although the Vietnam war and civilian career pursuits took him to various locations all over the world and parts of Arkansas, Jim describes the air rally as a truly significant event in his life.

His entry into the rally happened at the last minute. After receiving a late night call from a friend in London who was a participant, he packed his bag that same night.

The next morning he took the necessary time to arrange to be absent from his business, Medical Management, Inc., for two months and caught the first available flight headed for London.

Upon arrival, very little time remained before the scheduled departure for the trip. Jim describes his introduction to and first flight experience with his partner, 65 year old Bill Andrews, in colorful terms. "Bill arrived in a 1947 Bonanza he had flown in from Zimbabwe. He was a very experienced pilot, but the years had taken their toll on his once keen vision and hearing.

On our first orientation flight together in the traffic pattern at the departure airport near London, Bill got lost and couldn't locate the field.



Jim Trounson

At that point I was a little uneasy about my decision to fly halfway around the world with this guy.

Reviewing the fact that Bill's first flying partner decided not to continue after flying with him made me wonder which of the two of us was the sane one."

Jim goes on to say that as the trip progressed, he came to regard Bill Andrews as a pilot with exceptional skills and a man of great personal character. As you would expect, the experiences they shared established the foundation of a great friendship.

The flying often was exciting, but just as frequently, it provided the means to experience rare or once in a lifetime events. The opportunity to meet and visit with King Hussein of Jordan, his wife Queen Noor, and a personal audience with the venerable Mother Theresa in Calcutta, would rank high on anyone's list of personal achievements.

Jim has graciously offered to share his adventures and the story of this 13,000 mile odyssey with all of us. He will be the featured speaker at our Safe Pilot Awards banquets. You are all invited to come join us for a good meal and a great story complete with slide show.

Plan to attend the banquet in your area.

VOLUNTEERS NEEDED FOR SUMMER PROJECTS

The Bureau of Aeronautics maintenance crew is seeking volunteers for airport projects this summer. The following projects are currently scheduled:

Magic Reservoir

Replace fence –
June 12-19

Henrys Lake

Replace fence –
July 24-31

Bruce Meadows

Replace fence –
Aug. 21-28 and
Sept. 5-11

Anyone interested in helping with these projects or any other project, contact Dennis Loosli at 334-8785.

1990 ACCIDENT RATE TRENDS ARE CAUSE FOR CONCERN

According to a recent news release in the papers and information received from AOPA's Air Safety Foundation, the overall general aviation aircraft accident rate fell to an all time low in 1990.

Nationwide, the total number of accidents dropped to the lowest level in more than 50 years, while the total number of hours flown increased to about 30.5 million hours for the year.

While these statistics are encouraging for the overall general aviation picture, the numbers from here in downtown Idaho reflect a slightly less optimistic view.

Last year we recorded a total of 22 known crashed aircraft. Six of those resulted in actual airborne search and rescue activities.

Although those numbers are almost identical to our statistics for 1989, the most alarming difference is in the number of fatalities. In 1989, there were 9 fatalities caused by G.A. accidents, and in 1990 the number shot up to 14. (Three other deaths occurred during Part 135 operations and are not included in G.A. statistics).

AOPA's Air Safety Foundation President Donald Engen attributes the improved national statistics to better aviation education and pilot training. That gives us pause to reflect on the way Idaho pilots are being trained and to look at the content of aviation education programs in the state.

It is true that a certain number of the accident aircraft involved pilots from out of state. However, we had one fatal accident that involved a flight instructor giving instruction to a student pilot. That suggests that none of us is immune to the scrutiny necessary to determine where problems may exist.

Given the advantage of hindsight, almost every accident under review could have been avoided. A common thread in the majority of them relates to pilot attitude. It is difficult to establish a profile for the "average accident pilot," but some general characteristics seem to prevail.

Very likely the accident pilot will have the attitude that "...it won't happen to me." Another common cause factor is overestimating the ability of the pilot and/or the aircraft to perform the mission or maneuver to be accomplished.

The result of our unscientific analysis leads us to conclude that pilot attitudes invariably are directly related to whatever accident rate we experience.

That may be a very simplistic view of life in the aviation world, but if you read the available accident summaries, you will almost always be able to conclude that somewhere in the accident sequence, the pilot made a decision that cost a life or broken aircraft.

Being a pilot allows each of us a certain freedom that non-pilots don't enjoy. By the same token, there are responsibilities that we incur anytime we endeavor to commit aviation. You don't have to fly for pay to fly like a professional pilot.

Take the time to look at your own pilot profile. Do you believe "It can't happen to me"? Are you prepared if something does go wrong? Have you reviewed your handbook emergency procedures section lately?

What about your aircraft performance? Do you fly into airstrips that may limit your margin of safety because of length, elevation or other hazards to safe operations?

Our ideal world would have every registered Idaho aviator actively participating in our Safe Pilot Program. History tells us that isn't going to happen.

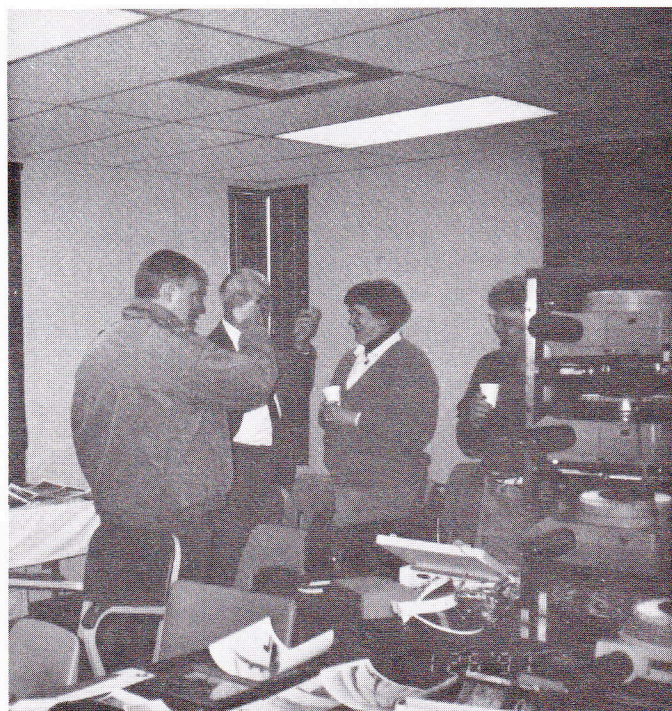
We encourage each of you to create your own safe pilot program. Participate as much as possible in the State and FAA programs that are designed to make you more proficient and safer in your flying activities. Don't be a statistic in our 1991 accident analysis program.

CALENDAR OF EVENTS

Date	Activity	Location	Contact/ Time
March			
6	FAA Brown Bag	FAA – Caldwell	J. Goostrey 334-1238
16	Safe Pilot Award Banquet	Boise/Gowen Club	334-8775
23	Safe Pilot Award Banquet	Coeur d'Alene/ Holiday Inn	334-8775
27-30	Montana Aeronautics Conference	Kalispell Outlaw Inn	Debbie Alke (406) 444-2506
29	Safe Pilot Award Banquet	Twin Falls/ Weston Plaza	334-8775
April			
3	FAA Brown Bag	FAA – Boise	J. Goostrey 334-1238
5	Safe Pilot Award Banquet	Pocatello/ Cottontree Inn	334-8775
13	Safe Pilot Award Banquet	Idaho Falls/ Westbank	334-8775
May			
1	FAA Brown Bag	FAA – Boise	J. Goostrey 334-1238
17-18	Big Sky Wing, OX5 Aviation Pioneers	Idaho Falls/ StarDust Motor Lodge	522-2919
June			
6-9	Challis Mtn. Flying Seminar	Challis/Airport Bob's Aircraft	879-2364
29-30	Idaho Air Nat'l Guard Open House/ Blue Angels	Boise	Col. Kauffman 389-5815
July			
5-7	5th Annual Family Fly-In	Kalispell, MT	J. Maakestad 334-8775 J. Goostrey 334-1238

Our regular column of New Pilots and Ratings will appear in the next issue of the newsletter.

All instructors are encouraged to keep us informed of students who successfully complete the requirements for new ratings.



People shared punch and hangar talk at the Aeronautics Bureau Open House.

SECOND ANNUAL OPEN HOUSE IS BIG SUCCESS

The 2nd Annual Bureau of Aeronautics Open House was held Saturday, January 26. Many Idaho pilots took the opportunity to visit the Bureau. Anita Lewis provided a slide show on women in aviation. Rare World War II items were furnished by the Warhawk Air Museum of Caldwell courtesy of Susan Paul, curator.

The ramp displays included a RF4C-provided by 124 TRG Idaho ANG, Avid Flyer-provided by Avid Aircraft, Inc. and flown by Jim Metzger, Christen Husky-provided by AeroMark of Idaho Falls and flown by Bob Hoff, Shorts 300-provided by Boise Interagency Fire Center, Life Flight Helicopter-provided by St. Alphonsus Hospital and a Glasflugel Mosquito glider-provided by Tom Dixon.

The Bureau of Aeronautics would like to publicly thank all those who helped make our open house a success. Remember pilots, you do not have to wait for an open house to visit the Bureau. Please drop by anytime.

HAILEY AIRPORT COMMISSION ESTABLISHES ARRIVAL AND DEPARTURE PROCEDURES

In response to concerns expressed by local area residents, a noise abatement program has been established at the Friedman Airport in Hailey.

All aircraft types are included in the program, which is in effect 24 hours. Special restrictions between the hours of 11 PM and 6 AM Mountain Time apply to aircraft that generate more than 82 dbh on takeoff or 88 dbh on arrival.

If that fits your type aircraft, you are asked to not plan departures or landings during that 7 hour period.

The recommended arrival procedures for light aircraft arriving from the south landing runway 31 are:

- Use east side of the valley
- Maintain at least 7000' msl in Bellevue area
- Do not overfly Bellevue
- Maintain VASI approach

(NOTE: meeting the 7000' msl restrictions over Bellevue will result in a relatively steep short final approach angle).

For light aircraft arriving to land runway 13, the only published information is that the runway slope is 0.75 +/-% downhill. Be aware of and observe the con-

straints of the 1501' displaced threshold on runway 13.

Aircraft departing runway 31 are requested to bear right after takeoff and avoid overflying Hailey. Be aware of the rising terrain to the east and plan your departure path accordingly.

Departures to the south on runway 13 use these procedures:

- 15 degree right turn after takeoff, fly west side of the valley
- Avoid Bellevue
- Climb at takeoff power until reaching 750' agl (approx. 6065' msl)

These published procedures include information for jet and turbo prop aircraft, and copies can be obtained at the airport.

If you are planning a flight into the area, we encourage you to observe these procedures. There is a continuing debate concerning Hailey airport operations and location.

It is in the best interests of general aviation to be "good neighbors," by operating our aircraft in a manner that does not contribute to the perceived noise problem.

Idaho Bureau of Aeronautics
3483 Rickenbacker Street
Boise, ID 83705

(ADDRESS CORRECTION REQUESTED)

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